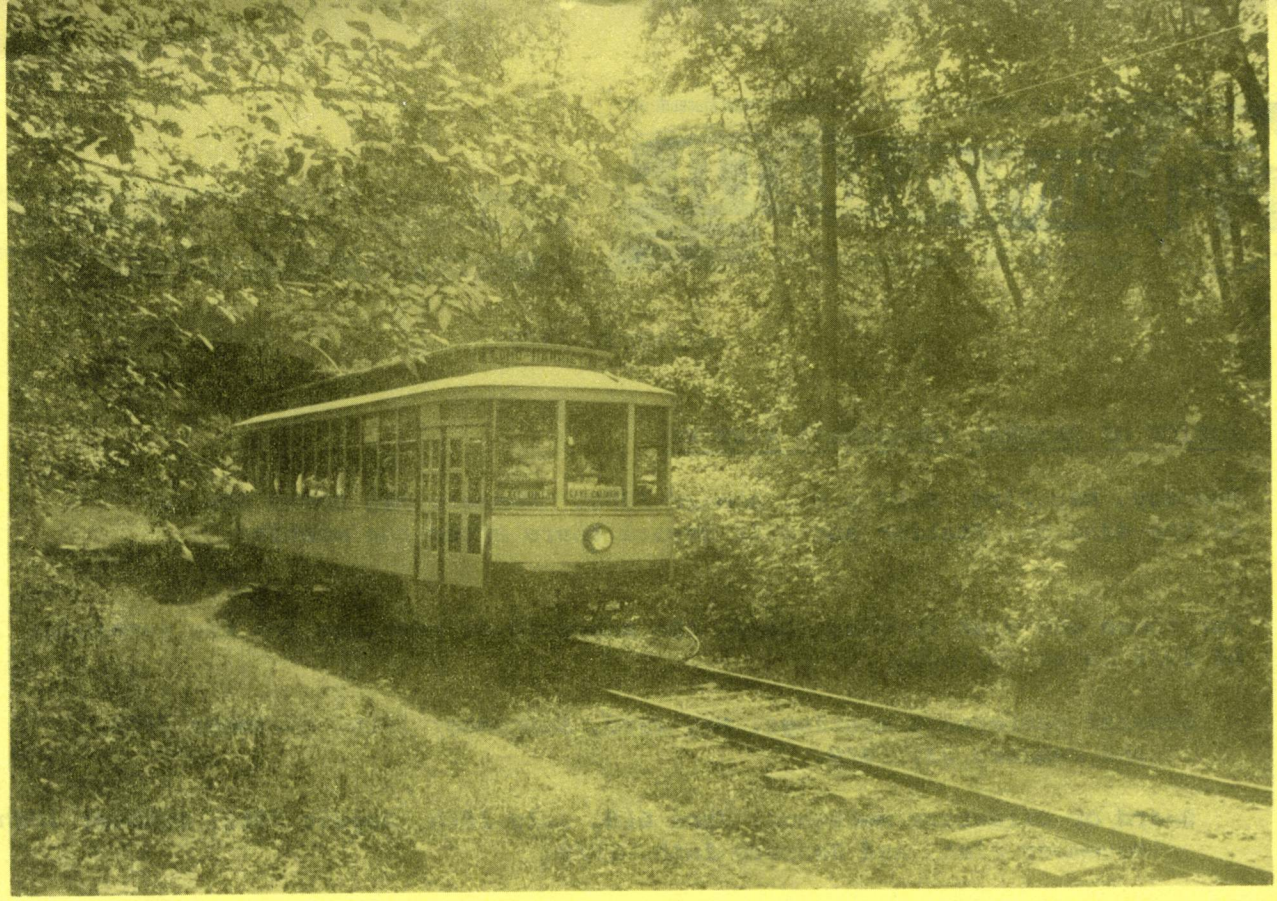

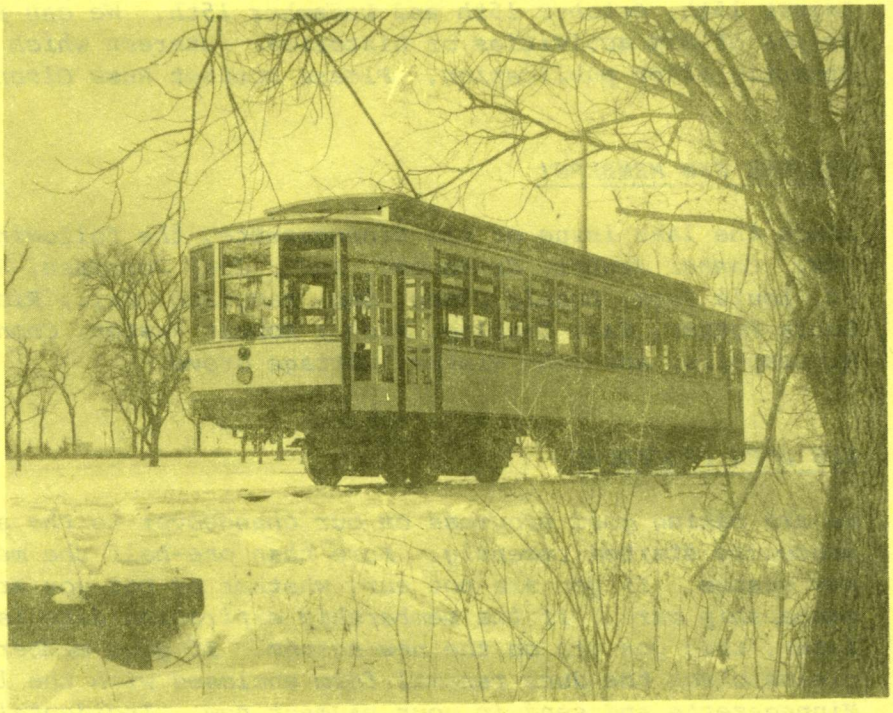

Between the departure from Winter and the arrival at Summer 1300 turned 70 years old Sunday, April 9th.

Photography by
Larry Schreiber

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ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR, P.M. JOYCE, P.O. BOX 1300, HOPKINS, MINN. 55343.

MAY-JUNE 1978

NOTICE OF GENERAL MEMBERSHIP MEETING

Tuesday, May 23rd, 8:00 p.m., aboard 1300. Members may board the car at the 42nd St. Station and will depart there after the meeting.

For those who wish to plan ahead, the schedule of meetings for the remainder of 1978 is as follows.

General Membership meetings: May 23rd, September 19th, November 28th, and January 23, 1979.

Board of Directors meetings: June 6th, July 18th, August 29th, October 10th, November 21st, and January 16th, 1979.

Deadlines for submitting news items for the Minnegazette are: June 15th, August 15th, October 15th and December 15th. We can always use good photographs of MTM activities or historical interest which will be returned promptly after publication. Please contact Russ Olson at 881-1019.

WELCOME NEW MEMBERS!

Since the last issue of the Minnegazette, the following people have joined MTM. Conner Jester, Greenwood, Ind.; Joel Jorrisen, St. Paul; George LaPray, St. Louis Park; Donald Olsen, San Francisco, Cal.; Richard Olson, Bloomington; Louis Potter, East Lansing, Mich.; Robert Rusten, Coon Rapids; James Strobel, Minneapolis; and John Winter, Cottage Grove.

NEW DUES PROCEDURE

We are making good progress on our changeover to the simplified dues payment procedure started recently. More than one-half the members are now on the new system. If you are not sure whether or not you are, just check your MTM membership card. If the membership expiration date is December 31, 1978, or later, then you are on the new system. If your membership expires before then, please check the dues renewal form enclosed with the last three issues of the Minnegazette and send in your payment now. Incidentally, if you're signing up new members for the MTM, don't worry about the new system for them. They can either pay $1.00 per month for active membership or 50¢ per month for associate membership to December 31st of the year they first join, or they can pay an entire year's dues and adjust their expiration date to December 31st when they make their first renewal.

David Norman, Membership Secretary

PRESIDENT'S MESSAGE

The 1978 operating season is suddenly upon us! Again, as in past years, our success will depend upon your participation in our museum activities. Please do your part by appearing when you are scheduled for work crews and for operating sessions. If, for some reason, you simply cannot show up as scheduled, PLEASE, PLEASE, PLEASE, arrange for a substitute. Although this year's construction projects will not be as hectic as last year, much work remains to be done.

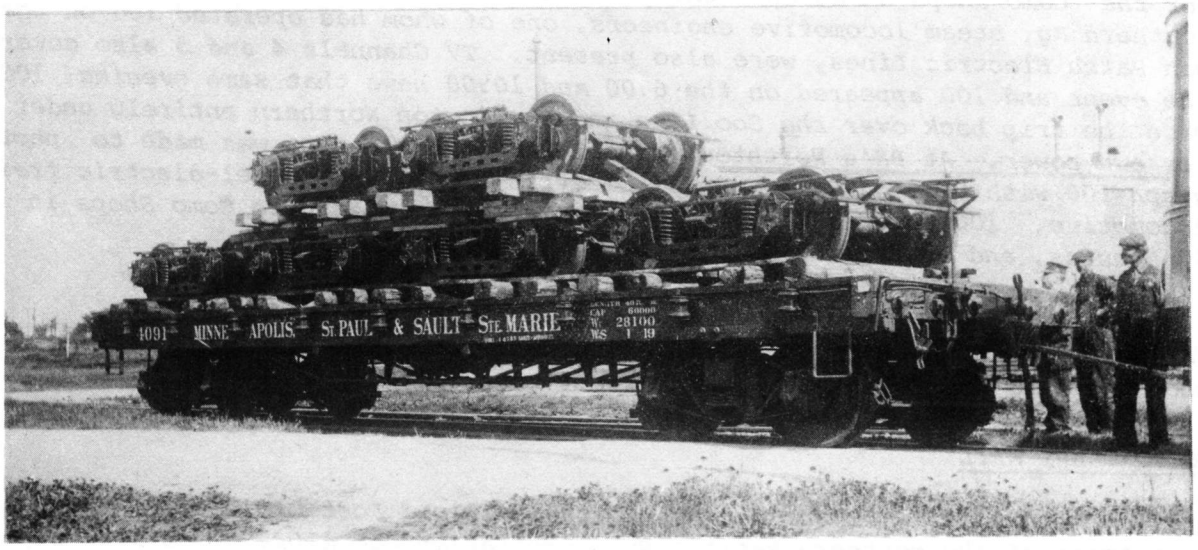
Special thanks this month goes to the Apparatus Service Shop of the General Electric Co. for their outstanding donation of a 100% truck rebuild for the Dan Patch locomotive No. 100, and to the Burlington Northern and Soo Line Railways for allowing us to operate the old girl over their lines to and from the GE shop. Thanks also to John Larkin and Combustion Engineering Inc. for the donation of nearly $5,000 worth of brand new flues for N. P. Ry. No. 328, and to the Onan Family Foundation for a most welcome contribution of $1,500 for the Como-Harriet Streetcar Line.

Thanks are also in order for fellow member Dave Gepner for helping to arrange the participation of the Center for Community Action in our 1978 construction and site maintenance activities. This is part of a Federally funded CETA program which is designed to provide meaningful summer employment for disadvantaged youths between 15 and 21 years of age. Plans now call for approximately 20 youths plus supervisors to be working on the Como-Harriet Streetcar Line daily planting trees, painting railings, changing ties and general landscaping, between mid-June and mid-August. This is, I'm sure, welcome news for all of us!

It looks like another outstanding year for M.T.M. Be sure you do your part.

Thanks,

Frank Sandberg



Wouldn't it be nice is this shipment was destined for MTM's Como Shops? TCRT's Snelling Shops manufactured 50 sets of Twin City #9 trucks during 1919 of which six sets were shipped to the Duluth St. Ry. This photo shows the loaded flat car being moved to the Milwaukee Road interchange at the shops.

COMO-HARRIET STREETCAR LINE 1978 SEASON

The official opening will take place Saturday, May 27th, at 3:30 p.m. The previously established schedule will continue to be followed. If you have forgotten we will jog your memory.

Memorial Day week-end through Labor Day week-end:
Wednesdays and Fridays, 6:30 p.m. to dusk;
Saturdays, 3:30 p.m. to dusk;
Sundays and Holidays, 12:30 p. m. to dusk.

September and October:
Saturdays, 3:00 p.m. to dusk (weather permitting);
Sundays, 12:30 p.m. to dusk (weather permitting).

Judy Sandberg will again handle charter operations this year.

Training sessions for those members who may wish to learn the operation of 1300, and for those who may desire a refresher course, are tentatively scheduled for Saturday May 13th and May 20th at 10:00 a.m. If you wish to take advantage of these sessions please call Dale Hromadko at 866-8972.

Dale Hromadko, Vice President-Vehicle Operations

GENERAL ELECTRIC CO. COMPLETES RESTORATION OF NO. 100

Dan Patch Electric Lines locomotive No. 100 was moved February 25th to General Electric Co.'s Apparatus Service Shop which is located adjacent to the Soo Line's Humboldt Yard in North Minneapolis. GE reconditioned the traction motors, brake rigging, and trucks, which included re-turning all the wheels on a lathe. All this work proved to be rather costly but was donated by GE in consideration of 100's historical importance and 65th birthday. Many heartfelt thanks are due Frank Knafelc, Manager of the Apparatus Service Shop, and Robert Rusten, Manager of Locomotive Services, for this effort. GE's Publicity Dept. in Albany, N. Y., covered the departure of 100 for the Como Shops on March 25th. Two former Minneapolis, Northfield & Southern Ry. steam locomotive engineers, one of whom had operated 100 on the Dan Patch Electric Lines, were also present. TV Channels 4 and 5 also covered the event and 100 appeared on the 6:00 and 10:00 news that same evening. 100 made the trip back over the Soo Line and Burlington Northern entirely under her own power. At BN's Northtown diesel shop a brief stop was made to photograph 100 with BN's 5322, a General Electric Model U30C diesel-electric freight locomotive. 100 covered the 8½ miles from Northtown Yard to Como Shops in 12 minutes, and average of 43 m.p.h.

The May, 1978, issue of TRAINS magazine featured a one-half page color photograph of No. 100 on the inside front cover.

RPO TO CARRY MAIL

In a few months, we will be "making up" the Railroad Post Office (RPO) compartment of the Northern Pacific Ry. combination car 1102. This will represent the "Scalley", Duluth & Minneapolis RPO Trains 65 and 66. A former RPO clerk who used to work the "Scalley" along with Herb Fuhs, Lloyd Jackson, Ed Rauen, and Jim Weist, will advise us on the make-up for letter cases, sack racks,overhead boxes, plus the pouches (for first and second class matter) and sacks (for third and fourth class matter) to be piled in the storage area.

Lloyd is also caring for irreplaceable RPO memorabilia such as maps, photos, train schedules, sorting schemes, badges, key chains, stamp cancelers, slips, labels, tags, etc. He will prepare visual aids so that people walking through our museum exhibit will be able to understand the operation of the RPO. With our catcher pouches (the first one was reportedly donated by the Chicago postmaster), catcher arms, and replica of a mail crane we are building, we will be able to give museum visitors a live demonstration of how mail was caught "on the fly".

<u>You can contribute to this exhibit!</u> We need junk mail to use as stuffers for letter cases, sorting tray and counter, overhead boxes, and pouches. If you decide to save mail for us, please do the following simple tasks:

-If possible, clip open rather than tear open all envelopes at the left end.
-Stuff one or two sheets of scratch paper into each empty envelope.
-Tie similar sized items (letters, circulars, advertisements, etc.) into bundles two or three inches thick.
-Bring to Como Shops and leave in the overhead boxes of the RPO compartment.

We hope you will share our excitement for this project. As far as we know, it will be the only complete exhibit of RPO operation in the United States.

Bill Marshall

<u>HAPPENINGS</u>

MTM has contracted with Railroad Service, Inc., Lakeville, to ballast, tamp, level and surface the track on the Northern extension to Lake Calhoun. By the time you receive this newsletter the work should be completed. The above normal 1977 rainfall coupled with new fill over former marshland proved too difficult to handle with our limited equipment. As soon as the lone trestle can be braced operation over the entire length to Lake Calhoun can be initiated, hopefully in time for the Memorial Day week-end.

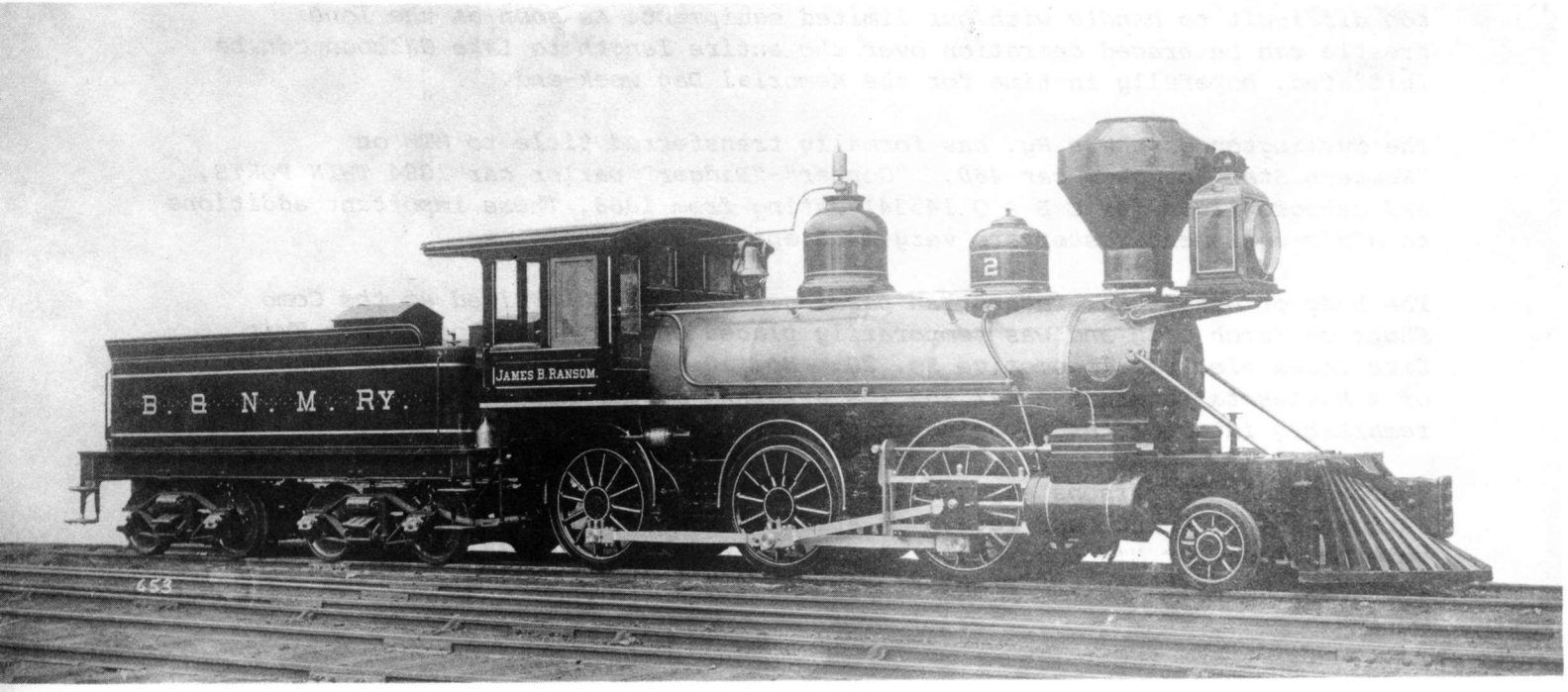
The Burlington Northern Ry. has formally transferred title to MTM on "Western Star" baggage car 480, "Gopher"-"Badger" parlor car 1084 TWIN PORTS, and caboose 11065 (ex C B & Q 14534) dating from 1868. These important additions to MTM's equipment roster are very much appreciated.

The body of Mesaba Ry. interurban passenger car No. 10 arrived at the Como Shops on March 14th and was temporarily placed on the trucks of former Twin City Lines electric locomotive No. 20. No. 10 is the sole surviving example of a Minnesota interurban car and its original appearance and fittings are remarkably intact after reposing in the north woods for fifty years.

Approximately 75 persons enjoyed the trip sponsored by MTM on Amtrak's "Arrowhead" to Duluth and return on April 1st. An Amcoach and Amdinette were provided for MTM occupancy. A tour of the Lake Superior Museum was included; Wayne Olsen and Frank King presented a program of slides and movies.

Not all Twin City streetcars were painted yellow. This one was red, white and blue. No. 1595 and No. 1606 were repainted for promotion of war bond sales during World War II. Body side panels contained the lettering for the "sales pitch". However the most attractive view was without the message, as this photo indicates. (TCRT)

For those whose thoughts are turning to the lakes and woods we provide this photo of Brainerd & Northern Minnesota Ry. No. 2, built by Baldwin Locomotive Works (#12957) in October, 1893. This road ran from Brainerd through Walker to Bemidji. When taken over by the Minnesota & International Ry. (controlled by the N. P. Ry.)in 1900 it was one of the most important logging railroads in Minnesota. (H. L. Broadbelt)



MINNESOTA STREETCAR MUSEUM

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August 2021

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